



# **U.S. 40 Corridor Study**

## **Issues and Summary and Public Meeting Highlights**

### **Issues Identification Process**

Between March and May, UDOT met with several groups and the general public as part of the issues identification process for the U.S. 40 Corridor Study. The process included stakeholder interviews, public workshops, stakeholder workshops, and individual comments received via the U.S. 40 Corridor Study web site or sent directly to the project team.

Stakeholder interviews included one-on-one and small group sessions with approximately 60 stakeholders from all along the corridor. Stakeholders interviewed included representatives from:

- Counties and cities along the corridor, including commissioners, other elected officials, law enforcement officials, and staff
- School districts
- Uintah County Special Transportation District
- State agencies including UDOT, Utah Highway Patrol
- Federal agencies, including U.S. Forest Service, the Uintah-Ouray Reservation, and Bureau of Land Management

Stakeholder workshops gave interested stakeholders a chance to interact and openly discuss the project corridor, issues, and potential solutions. Stakeholder workshops were held in Vernal, Roosevelt, and Heber City.

Public workshops held in Vernal, Roosevelt, and Heber City introduced interested members of the public to the corridor study and presented basic information on existing conditions. The public was invited to provide input regarding corridor issues at these meetings.

### **Issues Highlights**

The following list represents the highlights of information about issues gathered during the stakeholder and public activities described above. The complete detailed list of issues and comments received will be included in an appendix of the final corridor study document. The study team recognizes that these issues are not yet verified for accuracy and have yet to be evaluated to determine level of significance to corridor operations. Note that additional comments on issues may still be received via the study web site or direct contact with the study team. These additional comments will receive consideration in the corridor study process as they are received.

## Safety Issues

- Increasing traffic, especially trucks
- Car/large truck conflicts
- High speeds
- Merging, intersection, and access conflicts
- Insufficient capacity causing conflicts
- School bus stops on highway
- Dangers to bicyclists and pedestrians, especially at crossings in cities
- Wildlife strikes
- Livestock on roadway through Daniels Canyon

## Congestion Issues

- Delays from Duchesne to Jensen due to lack of capacity
- Slow truck access/merging
- Commute hour congestion from Duchesne to Jensen
- Congestion between and through cities resulting in noise and pedestrian conflicts
- Truck traffic from oil and gas industry
- Increasing community growth and development
- Lack of transit services
- Driveways in cities

## Growth and Development along the Corridor

- New/planned residential development
- Non residential development (commercial and industrial)
- Daniels Summit Lodge expansion
- Utah State University in Vernal

## Intersection Conflicts

- Truck access points:
  - State Highways 88, 87, 191, and 45
  - Twelvemile Rd.,
  - Pleasant Valley Rd.,
  - Bridgeland Rd.
  - Bonanza Rd.
- City intersections
- Turning movements
- Merging

## Roadway Design & Operation

- Passing lane: conflict areas, insufficient length
- Insufficient lane capacity
- Narrow shoulders
- Lane restrictions
- Intersection geometrics
- Narrow bridges
- Insufficient sight distance
- Roadway striping visibility at night
- Roadway damage due to large trucks

## Environmental Issues

- Wildlife crossings and wildlife strikes
- Water quality impacts, especially from uncontrolled stormwater runoff
- Water district facilities and water delivery across the corridor
- Insufficient and incompatible drainage systems
- Hazardous materials transport
- Wetlands
- Air quality impacts, especially from dust and dirt from trucks
- Truck noise through cities

## Other issues

- Potential impacts to tribal lands
- Lack of beautification through cities
- Overuse of U.S. Forest Service toilets at recreation sites



## General Issues Priorities

At the stakeholder workshops, participants were asked to prioritize the most important issues that UDOT should consider during the corridor study. The highest priority issues were identified as:

- Congestion
- Intersection safety and operation
- Roadway design
- Safety